A "Life of Rossini," by H. Sutherland Edwards, recently published, gives the following account of the first performance of The Barber of Seville:-

Madame Giorgi Righetti was the "Rosina" of the evening. Garcia, the celebrated tenor, was the "Almaviva," The "Figaro" was our friend the chief lodger, Luigi Zamboni, who, after distinguishing himself on all the operatic stages in Europe, became, like Garcia, a singing master, and taught other "Figaros," beside "Almavivas" and "Rosinas," how to sing Rossini's music. The original "Don Basilio" was Vitarelli; "Bartholo," Botticelli. The overture, an original work, written expressly for Il Barbiere, and not the overture to Aureliano in Palmyra, afterwards substi-tuted for it, was executed in the midst of a general murmuring, "such," remarks Zano-lini, "as is heard on the approach of a proces-sion." Stendhal says that the Roman public recognized, or thought they recognized, in the overture the grumbling of an old guardian, and the lively remonstrances of his iuteresting ward. But he also says that the overture performed was that of Aureliano; probably he confounds two different representations. M. Azevedo thinks the original overture was lost through the carelessness of a copyist, but it is difficult to understand how not only the composer's score, but also the orchestral parts, could have been lost in this manner.

One thing is certain, that on the opening night the overture met with little attention. The introduction, according to Stendhal, was not liked, but this can only mean that it was not heard. The appearance of Garcia did not change the disposition of the pub-lic. "The composer," says Madame Giorghi Righetti, "was weak enough to allow Garcia to sing beneath 'Rosina's' balcony a Spanish melody of his own arrangement." Garcia maintained that as the scene was in Spain, the Spanish melody would give the drama an appropriate local color; but unfortunately, the artist who reasoned so well, and who was such an excellent singer, forgot to tune his guitar before appearing on the stage as "Almaviva." He began the operation in the presence of the public; a string broke; the vocalist proceeded to replace it, but before he could do so laughter and hisses were heard from all parts of the house. The Spanish air, when Garcia was at last ready to sing it, did not please the Italian audience, and the pit listened to it just enough to be able to give an ironical imitation of it afterwards.

The audience could not hiss the introduction of "Figaro's" air; but when Zamboni entered, with another guitar in his hand, a loud laugh was set up, and not a phrase of "Largo al factotum" was heard. When "Rosina" made her appearance in the balcony, the public were quite prepared to applaud Madame Giorgi Righetti in an air which they thought they had a right to expect from her; but only hearing her utter a phrase which led to nothing, the expressions of disapprobation recommenced. The duet "Almaviva" and "Figaro" was acbetween companied throughout with hissing and shouting. The fate of the work seemed now decided.

At length "Rosina" reappeared, and sang the cavatina which had so long been desired; for Madame Giorgi Righetti was young, had a fresh, beautiful voice, and was a great favorite with the Roman public. Three long rounds of applause followed the conclusion of her air, and gave some hope that the opera might yet be saved. Rossini, who was at the orchestral piano, bowed to the public, then turned toward the singer, and whispered, 'Oh, natura!

The entry of "Don Basilio," now so effective. was worse than a failure the first night. Vitorelli's make-up was admirable; but a small en on the stage, at which he stumbled and fell. The singer had bruised his face terribly, and began his admirably dramatic air with his handkerchief to his nose. This in itself must have sufficed to spoil the effect of the music. Some of the audience, with preternatural stupidity, thought the fall and the subsequent consequent application of the handkerchief to the face, was in the regular "business" of the part, and not liking it, hissed. The letterduet miscarried partly, it appears, through the introduction of some unnecessary incidents, afterwards omitted; but the audience were resolved to ridicule the work, and, as often happens in such cases, various things occurred to favor their pre-determination.

At the beginning of the magnificent finale a cat appeared on the stage, and with the usual effect. "Figaro" drove it one way, "Bartholo" another, and in avoiding "Basilio" it encountered the skirt of "Rosina"—behaved, in short, as a cat will be sure to behave mixed up in the action of a grand operatic finale. The public were only too glad to have an opportunity of amusing themselves apart from the comedy; and the opening of the finale was not listened to

The noise went on increasing until the curtain fell. Then Rossini turned towards the public, shrugged his shoulders, and began to applaud. The audience were deeply offended by this openly-expressed contempt for their opinion, but they made no reply at

The vengeance was reserved for the second act, of which not a note passed the orchestra. The hubbub was so great that nothing like it was ever heard at any theatre. Rossini, in the meanwhile, remained perfectly calm, and afterwards went home as composed as if the work, received in so insulting a manner, had been the production of some other musician. After changing their clothes, Madame Giorgi Righetti, Garcia, Zamboni, and Botticelli went to his house to console him in his misfortune. They found him fast asleep.

The next day he wrote the delightful cavatina, Ecco ridente il cielo, to replace Garcia's unfortunate Spanish air. The melody of the new solo was borrowed from the opening chorus of Aureliano in Palmyra, written by Rossini in 1814 for Milen, and produced Rossini, in 1814, for Milan, and produced without success; the said chorus having itself figured before in the same composer's Ciro in Babylonia, also unfavorably received. Garcia read his cavatina as it was written, and sang it the same evening. Rossini, having now made the only alteration he thought necessary, went back to bed, and pretended to be ill, that he might not have to take his place in the evening at the piano.

The charming melody which, in Il Barbiere, is sung by Count Almaviva in honor of Rosina, is addressed by the chorus in Aureliano to the spouse of the grand Osiris, Sposa del

Grande Osiride, etc. At the second performance the Romans seemed disposed to listen to the work, of which they really had heard nothing the night before. This was all that was needed to insure the opera's triumphant success. Many of the pieces were applauded; but still no en-thusiasm was exhibited. The music, however, pleased more and more with each succeeding representation, until at last the climax was reached, and Il Barbiere produced those transports of admiration among the

The First Performance of "The Romans with which it was afterwards received in every town in Italy and in dustime through. in every town in Italy, and in due time throughout Europe. It must be added that a great many connoisseurs at Rome were struck from the first moment with the innumerable beauties of Rossini's score, and went to his house to congratulate him on its excellence. As for Rossini, he was not at all surprised at the change which took place in public opinion. He was as certain of the success of his work the first night, when it was being hooted, as he was a week afterward, when every one applanded it to the skies.

## THE COMING JOKER.

A Successor to George B. Prentice—Cool Even for the Season.

A man has applied for the vacancy on the Louisville Journal caused by the death of Mr. Prentice. The Journal publishes his letter, but gives no name. It is a remarkable specimen of cool assumption The writer says:—"I know very well that his place is not to be filled, yet I write you to ask the privilege of attempting to continue a part of his work-I allude to the spice, humor, geniality, and wit which he gave to the columns of the Journal." Then, after reciting his claims, and showing what he has done, the writer incloses several pages of speci-mens of his work, remarking that they are in a "little different vein" from that of Mr. Prentice. He also says he does not want steady employ-ment in the office, "for the drudgery of a daily office kills every inspiration, and stops every thought." What his "inspiration" is may be seen by the following extracts from his speci-

"I som times say such a good thing I am afraid I am just rememberin of it. "It is a good cine in a man, when he remen birs the Sabbuth day, to kepe it wholly.
"There is 4 krops that never phales—Fleeze

Flyse, Wild Oats, and Bables.
'I hav often regretted that a man wasn't alwaise born with a small label on his back tellin what he was good for. As it is a man don't gene-rally find out tull so late in the ceeson he's good

"You can't make cliver out of pewter, by skouring ov it nor platin it, the it's often tride." Think of this in a "successor" to George D.

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At 8 A. M., via Cam and Jersey City Ex. Mail.. 3-00

At 2 P. M., via Camden and Amboy Express... 3-00

At 6 P. M., for Amboy and intermediate stations.

At 6-36 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 8 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 18 M., 3, 3-30, and 4-30 P. M., for Trenton. Trenton.
At 6:30, S, and 10 A. M., 12 M., 2, 2:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (proper side).

(upper side).

PROM RENSINGTON DEPOT.

At 7:90 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for At 730 and 10-45 A. M., and 930, 5, and 6 P. M. for Schenck's and Eddington.

At 730 and 10-45 A. M., 2-30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8-30 P. M., for Holmesburg and intermediate stations.

FROM WEST PHILADRIFHIA DEPOT.

Via Connection Fallware.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. Sew York Express Lines, via Jersey City. Fare, 3 25. At 11 30 P. M., Emigrant Line. Pare, \$2. At 7, 9 30, and 11 A. M., 1 30, 4, 6 45, and 13 P. M., At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9:30 A. M., 6:45 and 19 P. M. Lines will run daty. All others, Sundays excepted. BELVIDERE DELAWARE RAILHOAD LINES. At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, Schooley's Moun-

Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 7-30 A. M. and 3-30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 3-30 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5
P. M., from Kensington Depot, for Lambertville and
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At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Mediord. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithville, Ewansville, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE,

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, 8, 9:20, 10, 11, 12
P. M.
Leave Germantown at 6, 6:55, 7%, 8, 9:20, 10, 11, 12
P. M.
Leave Germantown at 6, 6:55, 7%, 8, 8:20, 9, 10, 10:50, 12 A. M., 1, 2, 3, 3:50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8:20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% P. M.

P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9%

Leave Germantown at 5:15 A. M., 1, 3, 6, and 9½ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 9:20, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3½, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 1:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 5½, 6½, 8:05, 10:05, and 11:05 A. M., 1½, 5½, 6½, 8:05, 10:05, and 11:05 A. M., 1½, 5½, 6½, 8:05, 10:05, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown at 7 A. M., 5, 5%, and 9 P. M.
FOR MANAYUNK.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 8, 4, 4%, 5%, 6%, 805, 1905, and 113 P. M.

Leave Manayunk at 610, 665, 7%, 810, 920, and 11% A. M., 2, 8%, 5, 6%, 820, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M.

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CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5 00 P. M. fer Bethlehem, Easton, Allentown,

and Mauch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.
For Fort Washington at 7:30 and 10:45 A. M., and
11:30 P. M.
For Abington at 1:15, 5:20, and 8. P. M.
For Lansdale at 6:20 P. M.
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and Union City Passenger Railways run to the new
Depot.

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From Doylestown at 8-25 A. M., 4-30 and 7-05 P. M.
From Lansdale at 7-30 A. M.

From Fort Washington at 9.25, 10.35 A. M., and 3.10 P. M.

From Abington at 2.25, 6.45, and 9.20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7.00 A. M.
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COMMENCING TUESDAY, SEPTEMBER 21, 1909.
Leave Philadelphia, foot of Market street (Upper Ferry), at Ferry), at 5:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.
8-16 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3-30 P. M., Passenger, for Bridgeton, Salem, Swedenboro, and all intermediate stations.
5-30 P. M., Wcodbury, Glassboro, and Clayton accommodation.

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(SATURDAYS ONLY.)

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Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintendent.

September 16, 1869.

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Of Passenger Trains, December 20, 1869.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:26 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pineswove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT T'50 A. M. train connects at READING with

The 1-50 A. M. train connects at RRADING with Rast Pennsylvania Hallroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-45 A. M., stopping at inter-

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9-10 A. M. Retorning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M.

Returning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2:05
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

delphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8 15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 26 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:50 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:50 A. M., 12:50 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

A. M.

NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.

Leaves New York at 9 A. M. and 500 P. M.,
passing Reading at 145 and 1005 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Rallroad Express trains
for Pittaburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on artival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:23 A. M., and 2:05 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsyllie at 6:30 and 11:30 A. M. and

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

Tickets.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only are sold at Reading and intermediate.

tions by Reading and Pottstown Accommodation tions by Reading and Potistown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent, dis-count, between any points desired, for families and firms. MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$52 50 each, for families and SPASON TICKETS.—For three, six, nine, or two ve months, for holders only, to all points, at retwo ve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Phaadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willew streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-20 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyoff.

BAGGAGE—Dungan's Express will collect baggang for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD. RAHLROAD.

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-45 A. M., 11-00 A. M., 2-30 P. M., 4-16 P. M., 4-40 P. M., 6-15 and 11-30 P. M.

Leave West Chester from Depot, on East Market street, at 6-25 A. M., 8-50 A. M., 7-45 A. M., 10-45 A.

M., 1-55 P. M., 4-50 P. M., and 6-55 P. M.

Train leaving West Chester at 8-00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4-40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-35 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4-40 P. M., and will change cars at B. C. Junction. B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cara. Those of the Market street line run within one square. The

cars of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M.

Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M.

WILLIAM C. WHEELER, General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 18, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.— Westward.

MAIL TRAIN leaves Philadelphia. 9-25 P. M.

"Williamsport. 7-40 A. M.

ERIE EXPRESS leaves Philadelphia. 11-40 A. M.

"Williamsport. 9-00 P. M.

arrives at Erie. 10-00 A. M.

ELMIRA MAIL leaves Philadelphia. 7-50 A. M.

"Williamsport. 6-00 P. M.

arrives at Lock Haven. 7-20 P. M.

EASTWARD. 

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE SPOT, VIZ. :--| Mail Train | 9-60 A. M | Paoli Accommodat's | 10-20 A. M | 1-10 and 6-50 P. M. | Fast Line and Eric Express | 11-50 A. M. | Harrisburg Accommodation | 9-30 P. M. | Lancaster Accommodation | 6-10 P. M. | Parkesburg Train | 5-20 P. M. | Cincinnati Express | 8-50 P. M. | Eric Mail and Pittsburg Express | 9-45 P. M. | Accommodation | 12-11 A. M. | Accommodation | 12 Rife Mail and Pittsburg Express. 945 P. M.
Accommodation. 12\*11 A. M.
Pacific Express. 15:00 night.

Eric Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 5 o'ciock
Pacific Express leaves daily. Cincinnati Express
daily, except Baturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 118
Market street.

TRAINS ARRIVE AT DEPOT, VIZ.; Cincinnati Express. 310 A. M.
Philadelphia Express. 630 A. M.
Eric Mail. 630 A. M.
Paoli Accommodation, 830 A. M., 340 and 635 P. M. 

 Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 P. M.

 Parkesburg Train.
 9-10 A. M.

 Fast Line.
 9-40 A. M.

 Lancaster Train.
 12-55 P. M.

 Eric Express.
 12-55 P. M.

 Southern Express.
 7-00 P. M.

 Lock Haven and Elmira Express.
 7-00 P. M.

 Pacific Express.
 4-25 P. M.

 

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAHLROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenue as follows:—
Way Mail Train at 8-30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Cristicid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolis.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

ware Railroad for Marrington and intermediate stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 8:UNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Hayre-de-Grace, Perryville, Charlestown, North-Rast, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1969, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:—

Philadelphia, Baltimore Central, and Chester Creek Rallroads:—

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Rallroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 225 P. M.

On Saturday the 925 P. M. train will leave at 430 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

President and General Superintendent

GREAT SOUTHERN MAIL ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information
furnished at

721 OHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphia

THE PRINCIPAL DEPOT

EVENUESTAMPS " No. 304 CHESNUT STREET. CENTRAL OFFICE, NO. 105 S. FIFTH STREET (Two doors below Chesnut street),

ESTABLISHED 1862. the Old-Established Agencice,

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance,

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and

Revenue Stamps printed upon Drafts, Check The following rates of commission are allowed Stamps and Stamped Paper: On \$25 and upwards...... 2 per 100 300 " .....4

gratuitously furnished.

STAMP AGENCY, No. 304 CHESNUT STREET, PHILADELPHIA.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon cover Duck. Also, Paper Manufacturors Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN, 102 OHUECH Street (Oity Stores,

SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STRAM AND GAS FFITERS AND FLUMBERS, Tube, Fittings, and BrassWork constantly on band. n hand.
All work promptly attended to.
Galvaniced Tube for Cemetery Lots furnished.

AUOTION SALES. M. THOMAS & SONS, NOS. 189 AND 162

Public sale on the premises.

THREE-STORY BRIOK BUILDING.

On Saturday Morning.

February 28, 1870, at 11 colock, precisely, will be sold at public sale to the highest bidder, on the premises, all that three-story brick message, occupied by the Nineteenth Ward Union I segme, situate at the junction of Frank ford road and York streets, Nineteenth ward. To be taked down and the material and debris removed by the purchaser on or before April 1, 1870.

Sign to be paid at the time of sale.

By order of J. H. Pugh, Esq., Commissioner.

2 24 tt

LEASES OF OITY WHARVES.

On Tuesday.

March I, at 12 o'clock, neon, at the Philadelphia Exchange, will be sold at public acction, to the highest bidder, for the term of one or three years, the following named Wharves and Landings.

Bridesburg Wharf, on the river Delaware.

Cumberland Street Wharf, on the river Delaware.

Mariborough birect Wharf, on the river Delaware.

Vine Street Wharf, on the river Delaware.

Vine Street Wharf, on the river Delaware.

Vine Street Wharf, on the river Delaware.

Vine Greet Wharf, on the river Delaware.

Vine Greet Wharf, on the river Delaware.

Vine Greet Wharf, on the river Delaware.

Ommissioner. SALE OF REAL ESTATE AND STOCKS, March 1st, at 12 o'clock, noon, at the Exchange. FOURTH AND BUTTONWOOD, N. W. corner Mod

FOURTH AND DOOR TO BE SEED OF THE SEED OF OLD FORK AND GERMANTOWN ROADS-Hotel and large lot, known as the 'Rising Sun."
WALNUT, No. 2022 Very elegant Residence, lot 50 feet. WALNUT, No. 2023—Very elegant Residence, lot 50 feet front. 231 feet deep.
WALNUT, No. 1913—Elegant brown-stone Residence, ELEVENTH (South), No. 208—Store and Dwelling. SPRING GABDEN, No. 1286—Modern Residence. CHESTER COUNTY, Chester Valley, at Garden Station, elegant Country Seat and Farm, 93 acres.
FIRTERNTH (South), No. 1116—Modern Dwelling. ASHMEAD, No. 215—Germantown. Stone Dwelling. CAMERON, No. 1966—Genteel Dwelling. SOUTH, No. 1914—Store and Dwelling.
NINTH. (South), No. 759—Modern Dwelling.
SIXTEENTH (South), No. 759—Modern Dwelling.
POPLAR, VINEYARD AND GEARY, Fifteenth ward—Large let.
ELLSWORTH, Nos. 2119 and 2121—Genteel Dwellings.
ALTER—Nos. 2112 and 2114—Genteel Dwellings.
BAINBRIDGE (formerly Shippen) Street, No. 214—Tayern and Dwelling. (6 shares Union Mutual Insurance Co.

BAINBRIDGE (formerly Shippen) Street, No. 214—
Tavern and Dwelling,
65 shares Union Mutual Insurance Co.
13 shares Central Transportation Co.
550 shares New Oresk Coal Co.
555 shares Philadelphia and Carupano Sulphur Mining,
8 shares Philadelphia and Carupano Sulphur Mining,
8 shares Philadelphia and Carupano Sulphur Mining,
8 shares Philadelphia and Scuthern Mail S S, Co.
10 shares National Bank of Commerce.
10 shares American Button Hole Machine.
27 shares Fermere' and Mechanica' National Bank.
10 shares Girard National Bank.
10 shares Girard National Bank.
10 shares Philadelphia and Germantown Railroad.
74 shares Philadelphia and Germantown Railroad.
65 shares Potter County and Sunbury Lumber and
Coal.
2 shares Homestead Life Insurance Co. Ocal. 2 shares Homestead Life Insurance Co. 24 shares Rejioble Insurance Co.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 223 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EU
ROPEAN DRY GOODS, ETC.,
On Monday Morning,
Feb. 28, at 10 o'clock, on four months' credit. 2 32 5t SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC.
On Tuesday Morning,
March 1, at 10 o'clock, on four mouths' oredit. 2 23 54

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS. On Thursday mercing,
March 3, at 10 o'clock, on four months' credit. 3 25 54 COTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. B. SCOTT, Jr., Auctioner, No. 1117 CHESNUT Street, (Girard Row).

CARD.—We have established TUESDAY throughout the year for the sale of nothing but first-class NEW FURNITURE. Our first sale will take place on TUESDAY. March I, and solicit the same from manufacturers. Those wishing to contribute to this sale must make immediate application to secure a position in the catalogue, and goods must be in store on Saturday, 28th. Particular attention paid to Out-door Sales at mode-

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 839 OHESNUT Street, rear entrance from Minor, WE MOST
RESPECTFULLY ANNOUNCE THAT
WE WILL HOLD
OUR CLOSING SALES
AT NO. 129 CHESNUT STREET,
ON SATURDAY, FEB. 26,
AFTER WHICH TIME
OUR SALES WILL BE HELD
AT THE NEW SALESROOM AND
ART GALLERY,
NO. 704 CHESNUT STREET,
ABOVE SEVENTH.
MARTIN BROTHERS.

SALE OF REAL ESTATE AND STOCKS, Feb. 28. at 12 c'clock noon, at the Philadelphia Re-change, will be sold—
MODERN THREE-STORY RESIDENCE, No. 600
S. Tenth street.
Executors' Percuptory Sale—STORE and DWKI-LING, Ridge road and Green street.

2216t

HANDSOME WALNUT HOUSEHOLD FURNITURE, Riegant 7-octave Piano-forte, Superior Sideboard, Fine Brussels and other Carpets, etc.

On Tuesday Morning.

March 1, at 10 o'clock, at No 1525 Spring Garden street, by catalogue, the entire very superior household furniture, comprising walnut hair-cloth parlor suit; elegant ro-ewood 7-octave piano-forte, made by the Union Company, equal to new; superior walnut sideboard; extension table; bookcase; bandsome lounge; superior Spanish chair; fine Brussels and other carpets; china and glassware; kitchen utensils; oil cloth, etc. The house is to rent.

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sansom street,

Sale at No. 1925 Wallace street.

HANDSOME FURNITURE, BRUSSELS, AND INGRAIN CARPETS, Nearly Now; Hair Mattresses, China, Glassware, etc.
On Tuesday Morning.

March 1, at 10 o'clock, at No. 1925 Wallace street, will be sold, the entire Firniture of house.

Particulars hereafter.
Catalogues ready on Saturday.

2 23 54 A. McCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furniture at dwellings.

Public sales of Furniture at the Auction Rooms, No. 1319 (HERNUT Streect, every Monday and Thursday.

For particulars see Public Ledger.

[I 13]
N. B.—A superior class of Furniture at private sale. C. D. MCCLEES & CO., AUCTIONEERS

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC.
On Monday morning, February 28,
At 10 o'clock, including a large line of ladies', misses', and children's city-made goods, to which we invite the attention of the trade.
N. B.—Sale every Monday and Thursday.

234 34 BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11.946
No. 200 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. L PPINCOTT, SON & CO., AUCTIONEERS.

TO ALL WANTING FARMS IN A LOCALity Exempt from Fevers and Lung Complaints .-To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity, exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combination of inducements as the town of Aiken, S. C., and its vicinity for a desirable and permanent home. A pamphlet of 84 pages now ready, containing a description of the climate, soils, and the nature of the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, vegetables, etc., including extracts from letters of distinguished visttors, correspondents, action of town councils inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water power, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Aiken, S. C. The book will be sent by mail on receipt of price, 50 cents, Address J. C. DERBY, Publisher, P. O. Box No. 1429, New York, until 1st

of February, after that date at Aiken, & C. [1 17 8m